Engineering and maintenance facilities for aircraft

6947 SHRI SATYA PRAKASH MALAVIYA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the precise engineering and maintenance facilities for aircraft available in India, with each of the Government and private sector airlines;

(b) the plans drawn by each carrier and the details of the station, financial outlay and the facilities being raised in both the sectors, alongwith the advantages in short|long term; and

(c) how the ATO's individuallly were meeting this requirement for the last two years and at what cost?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air India, Indian Airlines, Vayudoot and Pawan Hans Limited have adequate facilities for maintenance and overhaul of their aircraft. The maintenance facilities available with various air taxi operators within the country are as follows:—

—Each West Airlines have got the maintenance facility upto check 'C';

—Damania Airways upto 1500 hours check;

—Jet Airways upto 1200 hours check;

—MG Express upto 5 months check;

—Raj Air upto 250 hours check;

—Jagson Airlines upto 100 hours check;

—Archana Airways upto 300 hours check;

(b) M|s Air Works India Bombay have upgraded their maintenance facilities to cater to additional work involved in maintenance of aircraft operated by air taxi operators. Hindustan Aeronautics Limited, Bangalore also extends hangar facilities and other infrastructure to air taxi operators for carrying out major maintenance of their aircraft.

Existing maintenance|overhaul facilities for Airbus A-320 aircraft are being expanded by Indian Airlines in a phased manner. Add on facility for overhaul of V-2500 engines at Delhi, is also under construction.

(c) Private operators have maintenance facilities upto the issue of Flight Release Certificate. For major maintenance, they have an arrangements with their principals or other approved agencies. Cost data is not collected from private operators.

Modernisation of Calcutta airport

6948. SHRI SATYA PRAKASH MALAVIYA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Calcutta airport is getting a raw deal in its modernisation, as reported in the Telegraph of April 12, 1994.

(b) if so, the details thereof, alongwith the progress of updating and modernisation at each of the 130 airports in the country; and

(c) the names and places|States where new airports are being constructed or proposed alongwith the latest position thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NAB AZAD): (a) No, Sir. The Airport Surveillance Radar and the Instrument Landing System are working normally. The Glide Slope of the Instrument Landing System is not under operation due to the runway expansion. The Precision Approach Radars have become obsolete and were replaced by the state-of-art Instrument Landing System, at Calcutta as well as other airports in the country. The use of the secondary runway is extremely infrequent. The existing secondary runway length at Calcutta airport is sufficient to cater to the requirement of B-737 aircraft with some load restrictions. The International Airports Authority of India has a proposal to